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Safety

SAFETY PROGRAMS



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OPR: HQ USAF/SEP
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Certified by: HQ USAF/SE
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1. The Air Force is committed to providing safe healthful environments both for Air Force people and for those affected by Air Force operations. It must be ever alert to identify and control hazards and to prevent mishaps. When mishaps do occur, the Air Force must learn the causes and take steps to ensure those mishaps are not repeated. This directive establishes policies for the Air Force's approach to safety. (Nuclear Weapons and Systems Surety is covered separately under AFD 91-1, and Occupational Safety and Health is covered separately under AFD 91-3.)
2. The Air Force will have a comprehensive safety program to identify and control hazards and to prevent mishaps.
3. At every level of its program, the Air Force will comply with Federal statutory and regulatory requirements and higher authority policy directives. This includes meeting all Federal mishap prevention objectives and safety provisions contained in status of force agreements between member nations.
4. The Air Force will identify and eliminate, as feasible, or reduce all hazards to its personnel and property, and to the general public when those hazards result from its operations.
 - 4.1. When the Air Force cannot eliminate hazards, it will assess and document the risks associated with them and use protective measures to lower the risks to an acceptable level or to the lowest level feasible.
 - 4.2. When hazards cannot be practically eliminated, commanders and operators must know the specific risks involved and manage those risks to an acceptable level to accomplish the mission.
5. The Air Force will investigate all mishaps involving its personnel and property, to include occupational injuries and illness. Investigative efforts will continue until the Air Force determines all the causal factors involved in the mishap and makes its recommendations for preventing recurrence.
 - 5.1. Safety mishap investigations have priority over all other related investigations of a mishap until competent authority determines the incident is outside the scope of this directive.

5.2. Limited Use Safety Mishap Reports will be required for flight, flight-related, aircraft involvement, space, and missile mishaps. Personnel assigned to conduct limited use safety mishap investigations will only participate in safety mishap investigations convened according to Department of Defense (DoD) Instruction 6055.7, Mishap Investigation, Reporting and Recordkeeping, April 10, 1989, and this policy directive.

5.3. Safety Mishap Reports, their attachments, and information extracted from them will not be used as evidence for punitive, disciplinary, or adverse administrative actions. They will not be used as evidence in determining the misconduct or line-of-duty status of any personnel, or as evidence in a flying evaluation board. They also will not be used to determine liability in administrative claims for or against the Government.

5.4. All Safety Mishap Reports are intended For Official Use Only; privileged information will not be disclosed outside the US Air Force safety community. Air Force Safety (HQ USAF/SE) is the decision authority on all requests for exceptions to policy.

6. The Air Force will provide training in mishap prevention to all military and civilian personnel. To the maximum extent possible, this training will be integrated into job training.

7. The Air Force will consider and use historical data when developing and acquiring new systems.

8. The Air Force will encourage interservice participation in safety matters and will assist other Federal agencies in promoting safety in areas of mutual interest.

9. This directive establishes the following responsibilities and authorities:

9.1. HQ USAF/SE is responsible for formulation and execution of safety policy and essential procedural guidance.

9.2. The Assistant Secretary of the Air Force for Manpower, Reserve Affairs, Installations and Environment (SAF/MI) is responsible for occupational safety and health policy matters as described in Air Force Policy Directive 90-1, Strategic Planning and Policy Formulation, paragraph 1.5.2. SAF/MI approval is required before this document is changed, reissued, or rescinded.

9.3. Commanders are responsible for establishing mishap prevention programs to provide a safe work environment for all Air Force people; promoting off-duty safety; preventing mishaps; minimizing property damage and severity of personnel injuries; and preventing or eliminating design deficiencies and unsafe acts or conditions. Commanders will integrate safety into the mission.

9.4. Military and civilian personnel are responsible for notifying their commander and supervisor of known hazards.

9.5. Safety staffs are responsible for managing the mishap prevention program and report directly to the commander.

9.6. The Air Force Safety Agency (AFSA) is responsible for:

9.6.1. Establishing a standardized mishap reporting and classification system; implementing a comprehensive system safety program; conducting studies to prevent future mishaps; conducting or taking part in selected mishap investigations; maintaining historical mishap data and reports for mishap prevention purposes; and monitoring completion of corrective actions.

9.6.2. Establishing procedures to review safety modifications and providing quality oversight of the entire mishap investigation, reporting, and followup program.

9.6.3. Conducting program evaluations of major commands', field operating agencies', and direct reporting units' safety programs; acting as a liaison with DoD components, Federal agencies, and private organizations; establishing safety training and qualification criteria; and managing the Air Force Safety Awards Program.

9.6.4. Writing AFIs for HQ USAF/SE staffing and approval.

10. See **Attachment 1** for measures used to comply with this policy.

11. See **Attachment 2** for governing policies and directives implemented by this policy directive and other publications with which it interfaces.

12. See **Attachment 3** for terms used in this policy.

JAMES L. COLE., JR., Brig General, USAF
Chief of Safety

Attachment 1

MEASURING COMPLIANCE WITH POLICY

A1.1. Compliance with mishap prevention or safety policy will be assessed by taking measurements in five areas of reportable mishaps: Ground Mishaps, Explosives Mishaps, Missile Mishaps, Flight Mishaps, and Space Mishaps. Mishap reports will be sent to AFSA by reporting and investigating units. AFSA will compile the data annually and provide the inputs for the following charts to HQ USAF/SEP. The charts (figures A1.1 through A1.8) measure annual trends in mishap reduction. Data can be displayed on a monthly, quarterly, or annual frequency and may be stratified by command, weapons system, phase of flight, etc., as needed.

Figure A1.1. Sample Metric of Military Ground Fatality/Disabling Injury Rate.

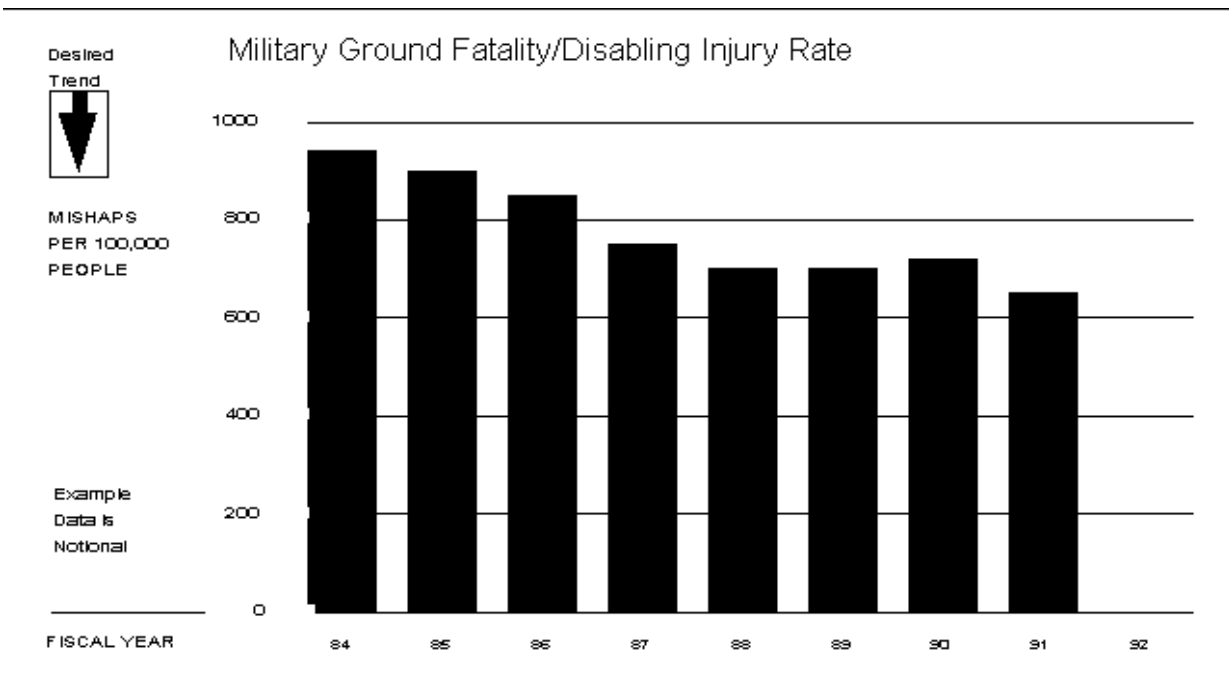


Figure A1.2. Sample Metric of Civilian Ground Fatality/Disabling Injury Rate.

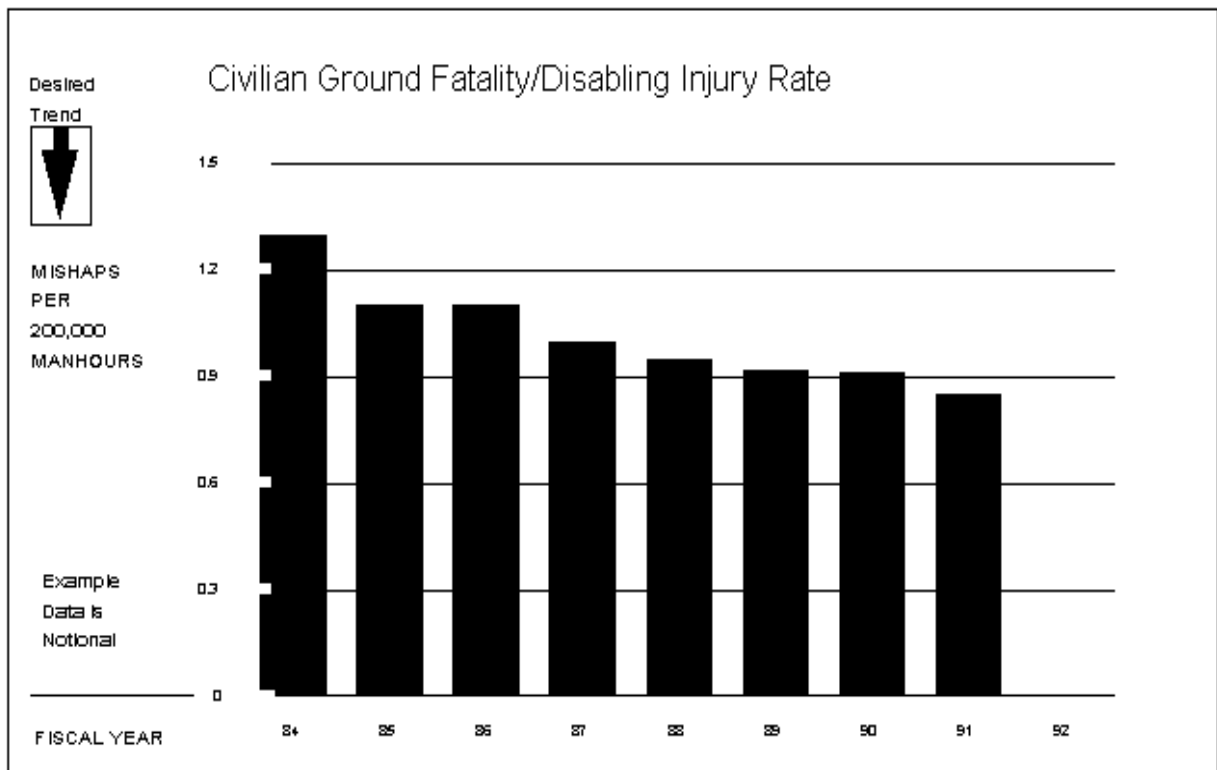


Figure A1.3. Sample Metric of Government Motor Vehicle Ground Mishap Rate.

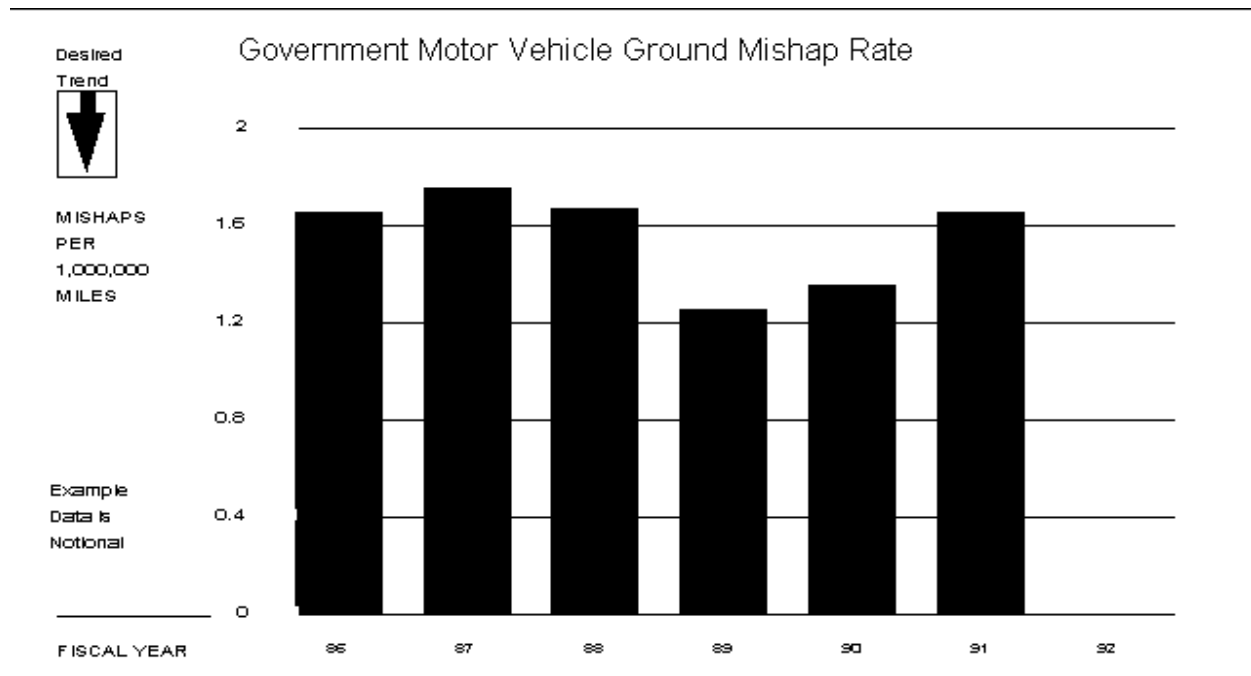


Figure A1.4. Sample Metric of Private Motor Vehicle Ground Mishap Rate.

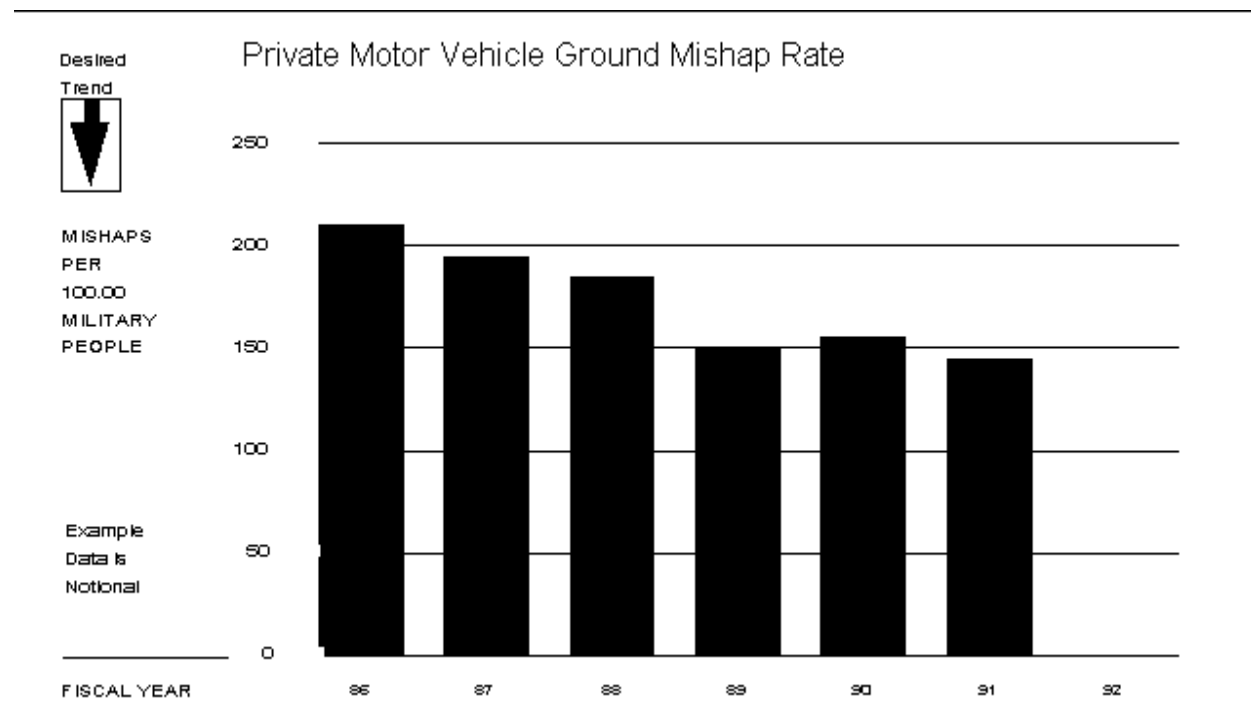


Figure A1.5. Sample Metric of Class A & B Explosives.

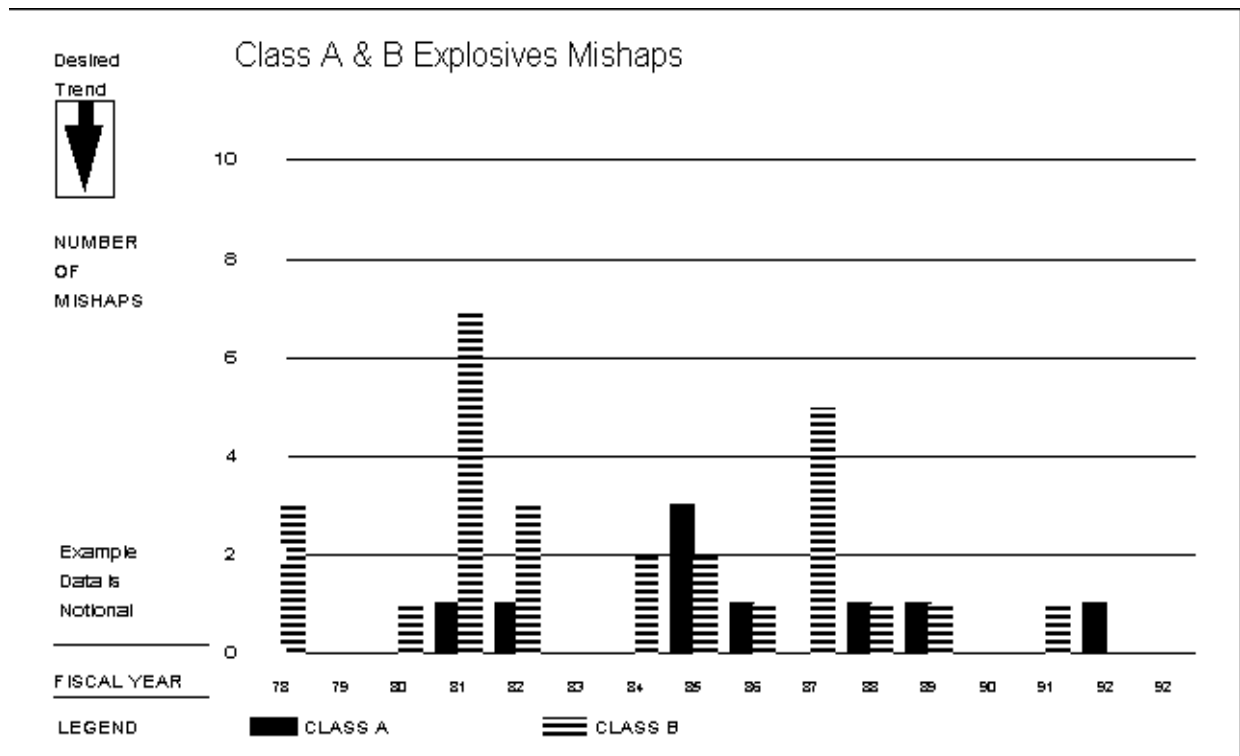


Figure A1.6. Sample Metric of Class A & B Missile Mishaps.

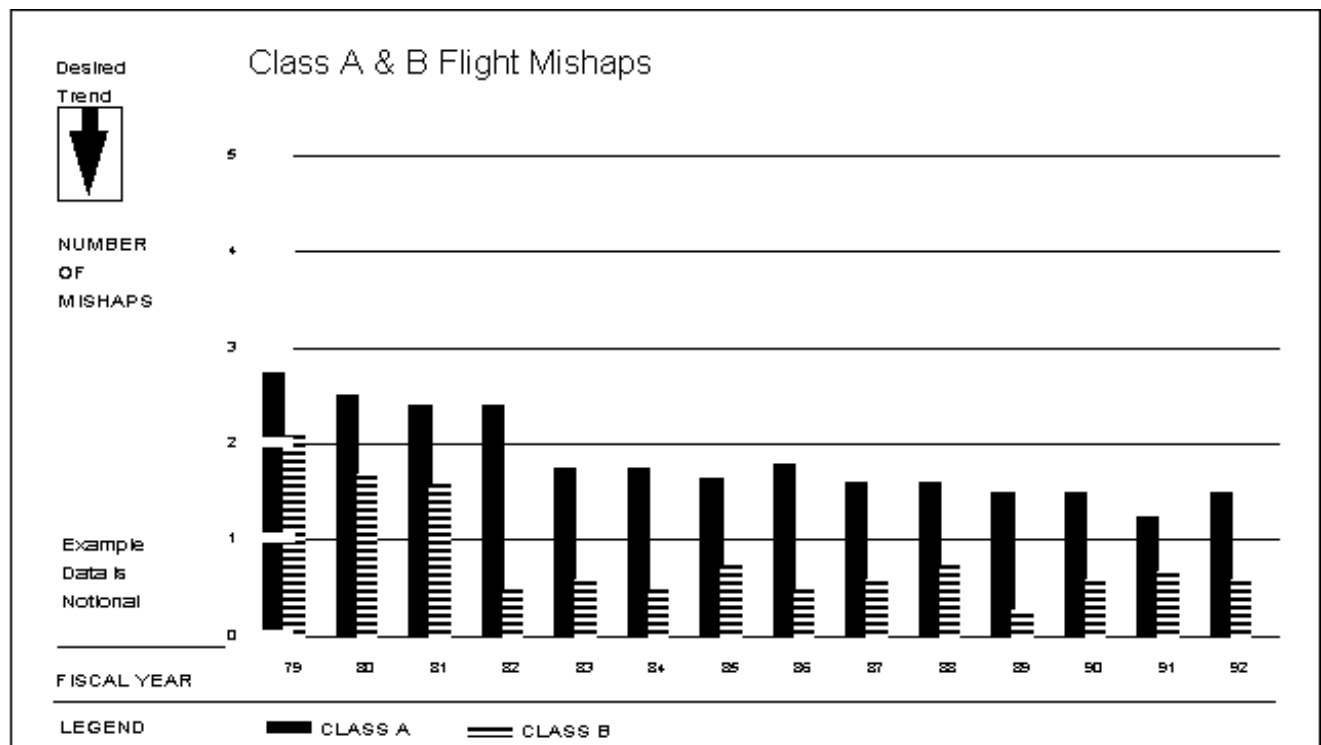


Figure A1.7. Sample Metric of Class A & B Flight Mishaps.

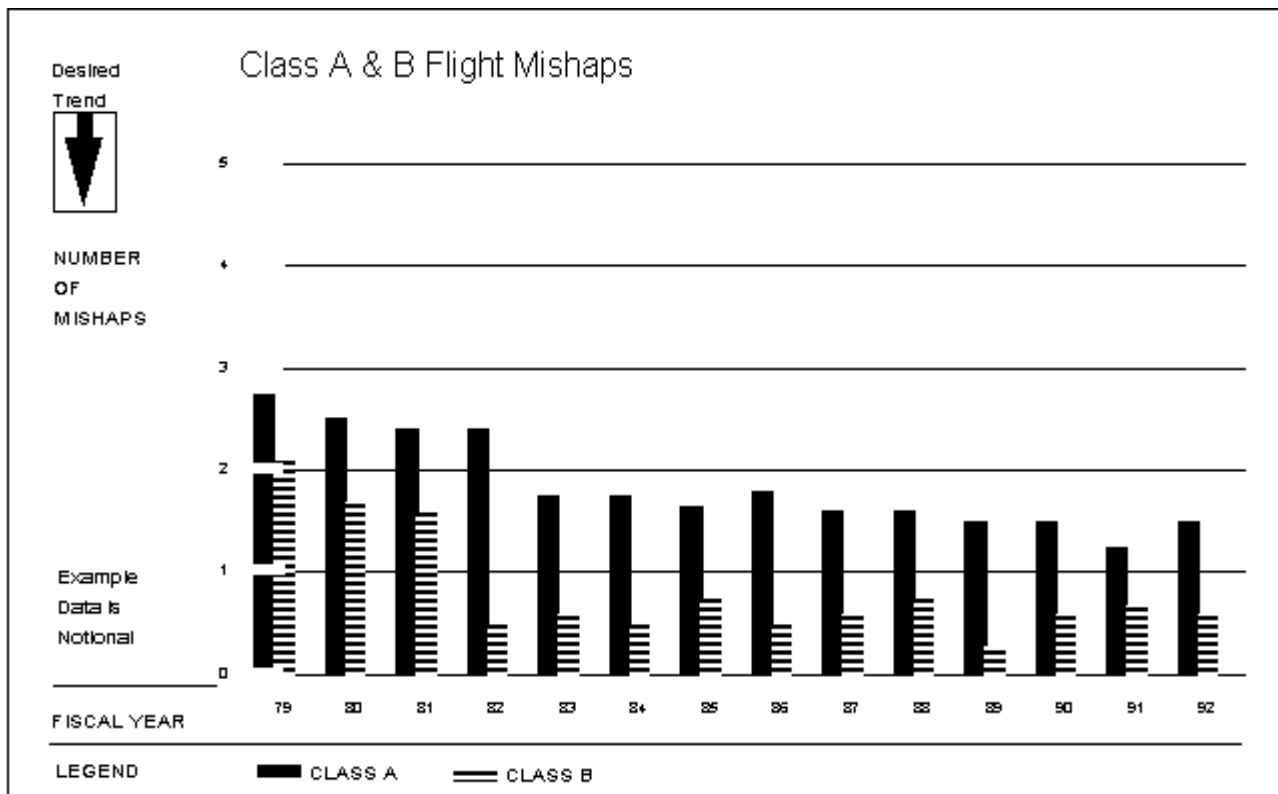
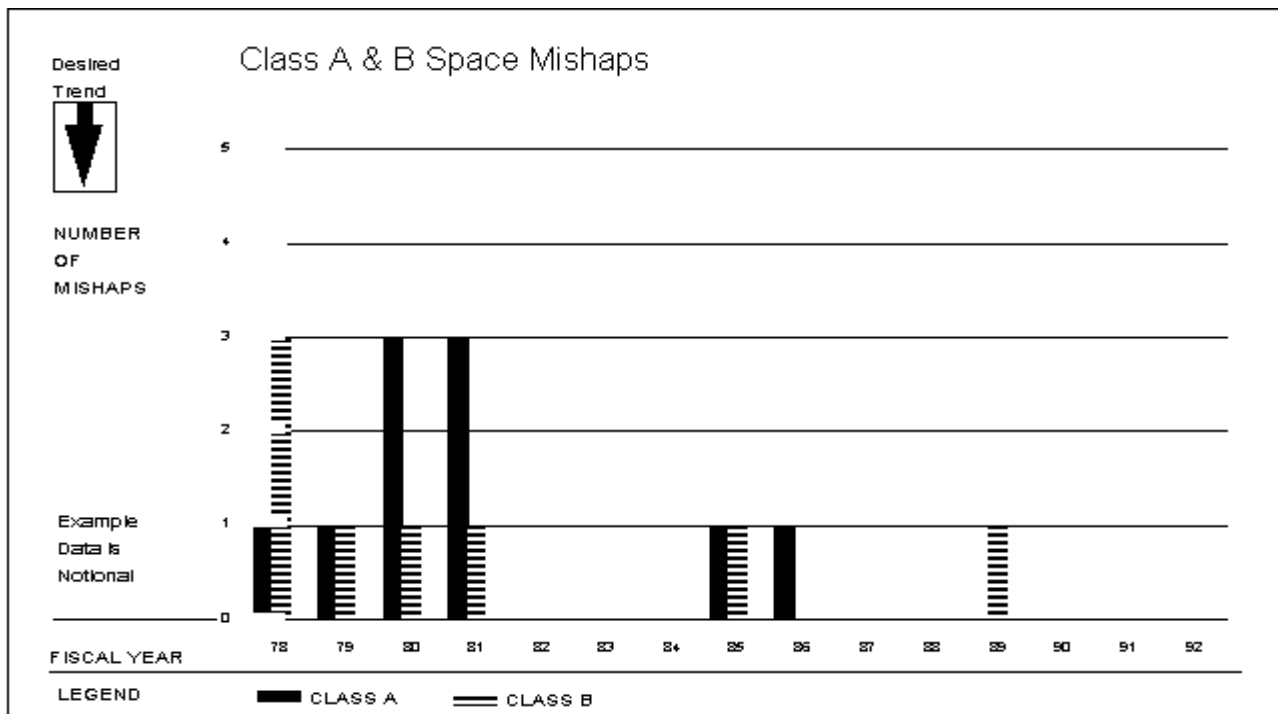


Figure A1.8. Sample Metric of Class A & B Space Mishaps.



Attachment 2

RELATED POLICIES AND INSTRUCTIONS

Implemented Publications

Public Law 91-596, *Occupational Safety and Health Act of 1970*, December 29, 1970

Executive Order 12196, *Occupational Safety and Health Program for Federal Employees*, February 27, 1980

Title 29 Code of Federal Regulations, *Department of Labor Regulation on Federal Employee Occupational Safety and Health Programs*, October 21, 1980

DoD Instruction 4120.13, *Safety Program for Chemical Agents and Weapon Systems*, July 9, 1987

DoD Directive 5000.2, *Defense Acquisition Management Policies and Procedures*, February 23, 1991

DoD Directive 5000.35, *Defense Acquisition Regulatory System*, March 8, 1978

DoD Directive 5400.7, *DoD Freedom of Information Act Program*, May 13, 1988

DoD 5400.7-R, *DoD Freedom of Information Act Program*, October 1990

DoD Directive 5400.11, *Department of Defense Privacy Program*, June 9, 1982

DoD 5400.11-R, *DoD Privacy Program*, August 1983

DoD Instruction 6050.5, *DoD Hazard Communication Program*, October 29, 1990

DoD Instruction 6050.6, *Exemption for Military Laser Products*, June 17, 1986

DoD Instruction 6055.4, *Department of Defense Traffic Safety Program*, August 25, 1988

DoD Instruction 6055.7, *Mishap Investigation, Reporting and Recordkeeping*, April 10, 1989

DoD Directive 6055.9 and Change 1, *DoD Explosives Safety Board*, November 25, 1983

DoD Instruction 6055.11 and Change 1, *Protection of DoD Personnel from Exposure to Radiofrequency Radiation*, August 20, 1986

DoD Directive 6055.13, *Transportation Accident Prevention and Emergency Response Involving Conventional DoD Munitions and Explosives*, May 27, 1988

Interfaced Publications:

AFPD 32-71, *Environmental Compliance and Pollution Prevention*

AFPD 32-72, *Installation Restoration*

AFPD 40-2, *Control of Radioactive Materials*

AFPD 91-1, *Nuclear Weapons and Systems Surety*

AFPD 91-3, *Occupational Safety and Health*

NOTE:

Related policies are also included in the Air Force 48-series and the 91-2 series publications.

Attachment 3

TERMS EXPLAINED

Accident Investigation—Investigation conducted under procedures prescribed by The Judge Advocate General of the Air Force. These investigations are used to obtain and preserve all available evidence for use in litigation, claims, disciplinary action, or adverse administrative actions. Conducted independently from the safety mishap investigation.

Civilian Personnel—Personnel who are in on-duty status and are Senior Executive Service, General Schedule, and Wage Grade employees; nonappropriated fund employees (excluding part-time military); Youth Opportunity and Student Assistance Program employees; and civilian foreign nationals employed by the US Air Force.

Disabling Injury—Injury which results in death, permanent total, permanent partial, or lost workday case injuries.

Explosives Mishap—Mishap involving explosives, explosive devices, or chemical agents.

Flight Mishap. —Mishap involving Air Force aircraft when intent for flight is established.

Government Motor Vehicle Mishap—Mishap involving operation of Air Force motor vehicles, General Services Administration vehicles, or leased vehicles operated by Air Force personnel.

Ground Mishap—Nonnuclear mishap which occurs on ground or water, on or off an Air Force installation, involving Air Force personnel, Air Force contractor operations, or Air Force property.

Hazard—Condition, procedure, or practice which creates a potential for producing death, injury, illness, or equipment or property damage.

Limited Use Safety Mishap Report—A close-hold, internal communication of the Air Force with the SOLE purpose of mishap prevention.

Military Personnel—All Air Force officers and airmen on active duty; Air National Guard and Air Force Reserve personnel on active duty or in drill status; US Air Force Academy cadets when engaged in directed training activities; members of other US Military Services serving on extended active duty with the Air Force; and foreign national military personnel assigned to the US Air Force. Air Force officers and airmen serving on extended active duty with another Department of Defense component are excluded from this definition.

Mishap—An unplanned event, or series of events, which results in damage to Air Force property; injury to Air Force personnel; injury to on-duty civilian personnel; occupational illness to Air Force military or civilian personnel; or damage to property, injury, or illness to non-Department of Defense personnel caused by Air Force operations.

Missile Mishap —Mishap involving missiles or missile support equipment.

Private Motor Vehicle Mishap—A traffic mishap regardless of the identity of the operator, which does not involve a Government motor vehicle, but results in a fatality or lost-time case injury (involving daysaway from work) to military personnel on or off-duty or to on-duty civilian personnel, or reportable damage to Air Force property.

Privileged Information—Information that is exempt by law from disclosure outside the Air Force safety community and includes findings, conclusions, causes, recommendations, and the deliberative process of

the safety board. This category of information also includes statements given to the safety board pursuant to a promise of confidentiality and recorded internal aircraft communications.

Reportable Mishap—An unplanned event or accidental occurrence, or series of events, which results in damage to Air Force property in excess of \$2,000; disabling injury to Air Force personnel on or off duty; disabling injury to on-duty civilian personnel; occupational illness to Air Force military or civilian personnel; or damage to public and private property or injury and illness to non-Department of Defense (DoD) personnel caused by Air Force operations. Damage or injury must fall within the reportable limits specified in DoD Instruction 6055.7. Mishaps are classified by the total dollar cost of damage or the degree of injury or occupational illness. Class A. Total cost of property damage is \$1,000,000 or more; an injury or occupational illness which results in a fatality or permanent total disability. Class B. Total cost of property damage is \$200,000 or more, but less than \$1,000,000; an injury or occupational illness which results in a permanent partial disability; or when five or more personnel are inpatient hospitalized.

Safety Mishap Investigation—Investigation of an Air Force mishap for the SOLE purpose of mishap prevention.

Space Mishap—Mishap involving space systems or their unique support equipment and systems.

System Safety—The application of engineering and management principles, criteria, and techniques throughout all phases of the system life cycle to optimize safety within the constraints of operational effectiveness, time, and cost.